

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STREET COMMITTEE

Tuesday, October 14, 2003
MAG Offices, Saguaro Conference Room
302 North First Avenue, Suite 200
Phoenix, Arizona 85003

MEMBERS ATTENDING

Don Herp, Phoenix, Chairman	Chris Plumb, Maricopa County
Andrew Smith, ADOT	Mitch Foy for Kevin Wallace, Mesa
Mike Smith, Avondale	Andrew Cooper, Paradise Valley
Carroll Reynolds, Buckeye	Burton Charron, Peoria
Dan Cook, Chandler	*Bob Ronzo, Salt River Pima-Maricopa
*David Evertsen, Gila Bend	Indian Community
Michael Vinson, Gila River Indian Community	Robert Brown, Scottsdale
Bruce Ward, Gilbert	Robert Maki, Surprise
Dan Sherwood, Glendale	Larry Shobe, Tempe
Charles Hydeman, Goodyear	*Ralph Velez, Tolleson
Jim Ricker, Guadalupe	*Jesse Mendez, Youngtown
*Horatio Skeet, Litchfield Park	

*Members neither present nor represented by Proxy

OTHERS PRESENT

Mark Danowitz	Stephen Tate, MAG
Randy Allenstein, ADOT	Paul Ward, MAG

1. Call to Order

The meeting was called to order by Chairman Don Herp at 1:32 p.m.

2. Approval of the September 8, 2003, Meeting Minutes

The minutes were unanimously approved.

3. Call to the Audience and Stakeholders

There were no requests to address the Committee during this part of the agenda.

4. Transportation Programming Manager's Report

Paul Ward reported that there had been action on reauthorization of TEA-21, although it was a bill to extend the federal legislation by up to five months. There had been no action on the FY 2004 Transportation Appropriations Bill.

5. Federal Fiscal Year 2003 Closeout

Mr. Ward referred to the Regional Finances spreadsheet that was handed out at the beginning of the meeting and reported that, accordingly to initial data, MAG had utilized ALL of the obligation

authority that was available for use in Federal Fiscal Year 2003. Although there had been some very close calls in prior years, this was the first time that this had occurred in the eight years of his service as MAG Transportation Programming Manager. Mr. Ward reported that an updated Regional Finances spreadsheet would not be provided until further action on the FY 2004 Appropriations Bill had occurred.

6 MAG Federally Funded Locally Sponsored Projects Development Status

Stephen Tate began by distributing a report on the status of FY 2004 and FY 2005 MAG Federally funded projects. He requested that members review the status report and provide him with updates after the meeting.

He then proceeded to review key deadlines for developing federally funded projects programmed for FY 2004. He noted that requests to defer FY 2004 projects were due March 1, 2004, that requests to accelerate projects would be considered in April 2004 and that 95 percent plans and all final documents necessary to obtain environmental, right-of-way and utilities clearances should have been submitted to ADOT by August 1, 2004. He concluded by noting that the Federal Highway Administration normally would not consider applications to obligate projects after the second week in September as the agency needed time to close out the federal fiscal year.

Given these deadlines and the amount of work necessary to develop, review and finalize documents, he stressed that all FY 2004 federally funded construction projects should be well into the design and clearance process. He added that by March 1, 2004, that all agencies should have obtained ADOT approval of the design concept report for their projects and have submitted all major documents necessary to obtain an environmental clearance for their projects. Projects that failed to meet these milestones by March 1, 2004 are unlikely to obligate in FY 2004.

7. Special FY 2004-2007 Draft MAG Transportation Improvement Program (TIP)

Mr. Ward passed out an errata sheet and briefed the Committee on the Special FY 2004-2007 Draft MAG TIP. He indicated that the Special TIP would be considered for approval to perform an air quality conformity analysis at the October Regional Council Meeting and that modifications to the special TIP to add or modify regionally significant projects after the approval for air quality conformity could be difficult. He suggested that members carefully review the listing of projects provided to them in the meeting packet and provide him with updates prior to the Regional Council meeting.

8. Draft FY 2005-2009 MAG Transportation Improvement Program Guidance Report

Mr. Ward briefly discussed the Draft FY 2005-2009 MAG Transportation Improvement Guidance Report. He noted that the Guidance Report was designed to provide member agencies with information from the MAG management systems and from various planning and socioeconomic studies. In addition, the Guidance Report provides member agencies with information on MAG programming policies, the schedule for programming projects and estimates of historical funding levels. The report also includes federal funded project application forms.

A general discussion then ensued concerning the development of the FY 2005-2009 TIP. It was noted that this TIP could include funds from a half-cent sales tax extension and a portion of these half-cent funds would be programmed for street projects. It was also noted that the FY 2005-2009 TIP would include two years of MAG federal funds to be programmed and that the amount of federal funds available for programming is difficult to determine as a new federal surface transportation act is being developed by the Congress.

Mr. Ward noted that MAG was considering a policy of requiring that all MAG federally funded construction project have a design phase programmed in the TIP. This requirement would be voluntary and would apply only to MAG federally funded construction projects not already programmed in the TIP – e.g., would begin with new FY 2008 and FY 2009 projects.

Mr. Ward then proceeded to justify the proposed policy. He noted that including a design phase in the TIP would help define a starting point to begin the process to obtain the clearances necessary to obligate the project and would serve as a good candidate for federal funding during the closeout process.

Mr. Tate noted that including a design phase in the TIP would make the process more transparent for all parties involved in developing projects and would facilitate the coordination of the TIP and member agencies capital improvement programs. He also noted that the a design phase would only be included once a construction project had been accepted for MAG federal funding and so would play no role in the selection of construction projects for federal funding in the TIP.

A general discussion ensued. It was noted that because of the timing of the process that the design phases included in the TIP would have to be, at least initially, programmed with local funds. Several members felt that such a policy would be appropriate.

10. Regional Transportation Plan Update

Mr. Ward briefed the Committee on the development of the Regional Transportation Plan. He noted that a draft Plan had been developed and that it included a half-cent sales tax extension. A portion of this funding would be allocated to street projects. He suggested that the Committee would be an appropriate body to discuss technical issues for regarding the development of projects with this funding.

Mr. Chris Plumb noted that a number of technical and policy issues needed to be clarified concerning the programming and development of roadways to be funded from the proposed half-cent sales tax extension. Among these included issues such as what design standards to be used, the phasing of projects, processes for reprogramming projects (e.g. accelerations and deferrals), in-kind matching eligibility and other issues.

It was noted that at least five members of the Committee would be directly involved in the programming and development of projects with half-cent sales tax funding. It was noted by the Chairman that policy guidance from the Transportation Review Committee or higher level committee would be needed, but that the Street Committee would be an appropriate body to consider technical issues.

11. Adjournment

Mr. Tate informed the Committee that the next meeting would be held on November 12, 2003 – a Wednesday – rather than on November 11, 2003 as that day was Veterans Day. He also noted that the meeting would be held in the Cholla Room rather than the Sagundo Room.

The meeting was adjourned at 2:41 p.m.